





## Entertainment.

**THEATRE ROYAL,  
CITY HALL,  
HONGKONG.**

**THURSDAY EVENING,  
October 10th, 1878.**

**THE ROYAL ENGLISH OPERA  
AND  
OPERA BOUFFE COMPANY**  
Will Repeat, by Desire,  
DONIZETTI'S MILITARY OPERA  
"THE DAUGHTER  
OF THE  
REGIMENT."

MISS ELCIA MAY AS MARIE.

**CAST OF CHARACTERS:**  
Sergeant Sulpiac, Mr. H. VERNON.  
Tonio, Miss A. DIAMER.  
Hortensius, Mr. HODSON.  
Duke of Grandet, Mr. ADAMS.  
Corporal, Mr. GLADSTONE.  
Marchioness, Miss B. DIAMER.  
MARIE, Miss ELCIA MAY.  
Soldiers, &c.

During the Evening  
MISS ELARA STANLEY  
will performed

**V I O L I N S O L O,**  
Entitled  
"SOMNIO CIEL"

Tickets to be had and Seats secured at  
Messrs KREUSE & Co.'s, where a Plan of the  
Theatre may be seen.

**PRICES OF ADMISSION:**  
Dress Circle or Orchestra  
Stalls, Two DOLLARS.  
Pit, ONE DOLLAR.

Ladies unaccompanied by Gentlemen  
cannot be admitted.  
Hongkong, October 7, 1878. ocl1

## Notices to Consignees.

FROM CALCUTTA, PENANG AND  
SINGAPORE.

THE S. S. *Arcton* appears, Captain A. B.  
MacTAVISH, having arrived from the  
above Ports, Consignees of Cargo by her  
are requested to send in their Bills of  
Lading to the Underigned for counter-  
signature, and to take immediate delivery  
of their Goods.  
Cargo impeding her discharge will be at  
once landed and stored at Consignees' risk  
and expense.

DAVID SASSOON, SONS & Co.,  
Agents.  
Hongkong, October 3, 1878. ocl10

COMPAGNIE DES MESSAGERIES  
MARITIMES.

S. S. YANGTSE.

## NOTICE.

CONSIGNEES of Cargo per S. S.  
*Indus*, from London, in connec-  
tion with the above Steamer, are hereby  
informed that their Goods are being  
landed and stored at their risk at the Com-  
pany's Godowns, whence delivery may be  
obtained immediately after landing.  
Optional Cargo will be forwarded on  
unless intimation is received from the Con-  
signees, before To-day, the 30th inst., at  
11 a.m., requesting it to be landed here.  
Bills of Lading will be countersigned by  
the Underigned.  
Goods remaining unlanded after MON-  
DAY, the 7th October, at Noon, will be  
subject to rent and landing charges.  
No Fire Insurance has been effected.

H. DU POUEY,  
Agent.

Hongkong, September 30, 1878.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor  
Owners will be Responsible for any  
Debts contracted by the Officers or Crew  
of the following Vessels, during their stay  
in Hongkong Harbour:—

BUNNETT, British barque, Captain W.  
Dow.—Geo. R. Stevens & Co.  
IMPERATRICE ELISABETTA, Austrian ship,  
Capt. Bregiob.—D. Musc & Co.  
INDIA, American ship, Capt. O. Patten.  
—Order.

DON QUIXOTE, American ship, Captain  
Chas. F. King.—Messageries Maritimes.  
YUSUBER, British barque, Captain Wm.  
Armstrong.—O. & O. S. S. Co.  
PARKER, British barque, Captain A.  
Holmes.—Russell & Co.

RALPH M. HAYWARD, American 3-m.  
schooner, Capt. L. B. Doane.—Meyer & Co.  
GLAMIS, British bark, Captain Key.—  
Russell & Co.

BREITOVEN, German barque, Capt. R.  
Haje.—Messageries & Co.  
LORD MACAULAY, British barque, Capt.  
R. B. Monkman.—Wm. Pustau & Co.

Not Responsible for Debts of Crew:—  
BRAC, British ship, Captain Chas.  
Robertson.—Jardine, Matheson & Co.

## Notices of Firms.

## NOTICE.

MR HENRI VINAY has been Appoint-  
ed AGENT for the COMPTOIR  
D'ESCOMPTE DE PARIS, at Hongkong.  
Mr ERNEST SCHEVEBLIN will have  
power to act at the same place in Mr  
VINAY'S absence.

E. G. VOUILLEMONT,  
Manager,  
COMPTOIR D'ESCOMPTE DE PARIS,  
SHANGHAI.  
Shanghai, September 6, 1878.

WITH Reference to the above, I have  
This Day OPENED the AGENCY  
of the COMPTOIR D'ESCOMPTE DE  
PARIS, at the Office of Messrs RUSSELL  
& Co.

H. VINAY,  
Agent.  
Hongkong, September 12, 1878. ocl12

## NOTICE.

MR. S. GODFREY BIRD is authorized  
to Sign our Firm per Procuration  
from This Date.

WILSON & SALWAY,  
Architects, &c.  
Hongkong, October 3, 1878. ocl10

## NOTICE.

THE Interest and Responsibility of Mr  
ARTHUR CHART is in our Firm  
CEASED on the 31st December last.

J. INGLIS & Co.  
Hongkong, June 13, 1878. dcl13

## NOTICE.

MR NG MEI KUM otherwise called  
NG HOK MUN is admitted a  
Partner in our Firm from the 2nd  
February, 1878.

TACK MEE, HOP KEE HONG,  
No. 9 & 11, Bonham Strand West.  
Hongkong, September 30, 1878.

## NOTICE.

THE Interest and Responsibility of  
the late MR NG SIN FOO otherwise  
called NG HOK SEE in our Firm CEASED  
from the 2nd February, 1878.

TACK MEE, HOP KEE HONG,  
No. 9 & 11, Bonham Strand West.  
Hongkong, September 30, 1878. dcl10

## NOTICE.

THE Undersigned, HOP YEK & Co.  
of HOWARD'S Godowns, No. 230,  
Shek Tong Tzoi, begs to notify that the  
said Company is not now responsible for  
any Debts contracted by any of the  
Firm's employees or Partners. Also, no  
Debt, if any, can be deducted from the  
Rent Payable to the said Company. The  
Company is only responsible for those  
Accounts, which are Confirmed and Signed  
by Mr CHU WING ON himself, of the Kung  
Yun shop, Wing Lok Street.

HOP YEK & Co.

Hongkong, September 13, 1878. ocl13

## NOTICE.

THE Undersigned having This Day PUR-  
CHASED THE STOCK-IN-TRADE, Book  
Debts, and Goodwill of the CHINA DIS-  
PENSARY hitherto Carried on by Mr W.  
BALL, will conduct and carry on the said  
Business (in connection with the VICTORIA  
DISPENSARY) on his own Account from  
This Date.

WM. CRUICKSHANK.  
Hongkong, August 31, 1878.

## NOTICE.

THE Interest and Responsibility of  
the Chinese Mail  
華字日報 (Wah Tze Yat Po),  
CEASED from the 1st August, 1877, but  
Debts prior to that Date will be received  
and paid by him.

OHUN AYIN.

Hongkong, April 6, 1878.

## NOTICE.

IN Reference to the above, the Under-  
signed has LEASED the Chinese Mail  
from the 1st August, 1877, and has engaged  
the services of Mr LEONG YOOK CHAU,  
as Translator and General Manager of the  
newspaper, which under its new régime  
will be found to be, as hitherto, an ex-  
cellent medium for advertising, especially  
as the Manager is able to devote his whole  
attention to the conduct of the Newspaper.

KONG OHIM,

Lessee of the Hongkong Chinese Mail.  
Hongkong, April 6, 1878.

## To-day's Advertisements.

FOR MANILA (DIRECT).  
The Spanish Steamer  
"SALVADORA,"  
LARRAGA, Master, will be  
despatched as above on  
THURSDAY Next, the 10th Instant, at  
3 p.m.

For Freight or Passage, apply to  
REMEDIOS & Co.  
Hongkong, October 8, 1878. ocl10

FOR SWATOW, AMOY & FOOCHOW.  
The Steamship  
"YESNO,"  
Capt. S. AUSTON, will be de-  
spatched for the above Ports  
on THURSDAY, the 10th Instant, at Day-  
light, instead of as previously advertised.

For Freight or Passage, apply to  
DOUGLAS LAFFRAK & Co.  
Hongkong, October 8, 1878. ocl10

FOR AMOY & TAMSUI.  
The Steamship  
"HAILONG,"  
Capt. GORRY, will be de-  
spatched for the above Ports  
on FRIDAY, the 11th Instant, at Noon,  
instead of as previously advertised.

For Freight or Passage, apply to  
DOUGLAS LAFFRAK & Co.  
Hongkong, October 8, 1878. ocl11

## Chartered Vessels.

The following are the Chartered vessels  
since the departure of the last English  
Mail:—

German barque Pandur, 596, to London,  
private.  
British barque Challenge, 599, to New  
York, private.

British barque Ada, 569, to San  
Francisco, private.  
British barque Roderick Hay, 290, Foo-  
chow to Adelaide, private.

British barque Northern Star, 327, New-  
chwang to Hongkong, 25 cents per pioul,  
25 lay days.

British barque John Potts, 378, New-  
chwang to Hongkong, 24 cents per pioul,  
25 lay days.

German barque Varus, 436, Newchwang  
to Hongkong, 23 cents per pioul, 23 lay  
days.

Dutch barque Trio, 263, Newchwang to  
Hongkong, 23 cents per pioul, 25 lay days.

Danish barque Flensborg, 365, New-  
chwang to Hongkong, 25 cents per pioul,  
25 lay days.

German schooner Nicolaus, 157, New-  
chwang to Hongkong, 25 cents per pioul,  
20 lay days.

German barque Helene, 372, Newchwang  
to Hongkong, 25 cents per pioul, 25 lay  
days.

German barque Hamburg, 320, New-  
chwang to Hongkong, 23 cents per pioul,  
25 lay days.

French barque Louis Eugene, 438, New-  
chwang to Swatow, 22 cents per pioul, 22  
lay days.

French barque Esperance, 272, New-  
chwang to Swatow, 22 cents per pioul, 19  
lay days.

British steamer Thales, 678, Newchwang  
to Swatow, 25 cents per pioul, 12 lay days.

German steamer Bellona, 789, New-  
chwang to Swatow, 25 cents per pioul, 12  
lay days.

British steamer Penado, 652, Newchwang  
to Swatow, 24 cents per pioul, 12 lay days.

Danish barque Korso, 307, Newchwang  
to Amoy, 25 cents per pioul, 25 lay days.

British steamer Fern, 1016, Swatow to  
Singapore (passengers) \$6 per head, 14 lay  
days.

British steamer Killarney, 1080, Swatow  
to Singapore (passengers) \$6 per head, 14  
lay days.

German barque Iphigenia, 464, Amoy to  
Samarang and Sourabaya, \$3100 in full, 30  
lay days.

German barque Pallas, 420, Saigon to  
Manila, 30 cents per pioul, 30 lay days.

French barque Jules Dufarre, 480, to  
Blindoh (Cochin China) and back, 18 cents  
per pioul, 30 lay days.

French barque Marie Louise, 425, to  
Swatow (coals), \$500 in full; and Keelung  
(original cargo of coals), \$1000 in full.

American barque Philip Fitzpatrick, 582,  
Keelung to Hongkong, \$15 per ton of 20  
cwt.

German steamer Quarta, 731, to Saigon  
and back to Hongkong via Mantong, 15  
cents per pioul, 14 lay days.

German steamer Quina, 864, to Saigon  
and back to Hongkong via Mantong, 15  
cents per pioul, 14 lay days.

## SHIPPING.

## ARRIVALS.

Oct. 7, *Lord Macaulay*, British barque,  
843, R. B. Monkman, Hamburg May 27,  
General.—Wm. Pustau & Co.

Oct. 7, *Sunda*, British steamer, 1029, J.  
Reeves, Yokohama Oct. 1, Malle and Gen-  
eral.—P. & O. S. N. Co.

Oct. 8, *Salvadora*, Spanish steamer, 615,  
Larriaga, Manila Oct. 4, General.—  
REMEDIOS & Co.

Oct. 8, *Chop-sai*, Chinese R. C., from  
Canton.

## DEPARTURES.

Oct. 7, H.M.S. *Ketrel*, for Hallow.

## CLEARED.

*Fortune*, for Bangkok.  
*Premier*, for Swatow.  
*Albany*, for Hallow and Halphong.  
*Quinta*, for Saigon.  
*Speke Hall*, for London, &c.

## PASSENGERS.

ARRIVED.  
Per *Sunda*, from Yokohama, Messrs S.  
Allan Howard, Leadbetter, Reid, Town-  
send, Angier, Dickinson, Oak, Martin,  
Mrs Daisy Vandayk, 7 Europeans deck,  
and 10 Chinese.

Per *Salvadora*, from Manila, Messrs  
Vicente Machi, J. P. Perez, J. R. Merida,  
and Ricardo Castro.

## SHIPPING REPORTS.

The British barque *Lord Macaulay* re-  
ports:—Had light Easterly winds down  
Channel, thence to Madeira a series of light  
bustling Southerly and Westerly winds;  
had N.E. trades very light, and crossed the  
Equator 98 days from Hamburg; 5.30  
trades were very strong and Southerly, and  
the coast of Brazil was with difficulty  
cleared in 29 South; had very strong gales  
from Meridia of Greenwich to St. Paul's,  
thence to Arjer 14th September, Gaspar  
passed 18th, and thence to the Ladrones  
State very light Southerly winds, and arrived  
at Hongkong at 10 p.m. yesterday 7th Oct.  
All well. Sept. 5th, spoke the *Euclid*, from  
Lizard to Shanghai, 93 days out, in lat.  
24.34 S., long. 103.30 E.; 16th, *Niagara*,  
from Hamburg to Hongkong, in Gaspar  
Strait.

## POST OFFICE NOTIFICATIONS.

MAILS will close:—  
For SAIGON.—  
Per *Quinta*, at 11.30 a.m. To-morrow,  
the 9th inst., instead of as previously  
notified.

For MANILA.—  
Per *Salvadora*, at 4.30 p.m., To-morrow,  
the 10th inst.

For BANGKOK.—  
Per *Deli*, at 3.30 p.m. To-morrow, the  
9th inst., instead of as previously  
notified.

For SWATOW, AMOY & FOOCHOW.—  
Per *Yesno*, at 6 p.m. To-morrow, the 9th  
inst., instead of as previously not-

## POST OFFICE NOTIFICATIONS.

MAILS will close:—

For AMOY AND TAMSUI.—  
Per *Hailong*, at 11.30 a.m., on Friday,  
the 10th inst., instead of as pre-  
viously notified.

For PORT DARWIN, COOKTOWN,  
SYDNEY, &c.—  
Per *Ocean*, at 2.30 p.m., on Saturday, the  
12th inst., instead of as previously  
notified. Private ship rates.

For STRAITS SETTLEMENTS, AND  
CALCUTTA.—  
Per *Moray* and *Arcton* appear, at 2.30  
p.m., on Tuesday, the 16th inst.

For SINGAPORE, SUEZ & LONDON.—  
Per *Speke Hall*, is postponed till further  
notice.

MAILS BY THE BRITISH PACKET.—  
The British Contract Packet *Hindostan*  
will be despatched with Mails for the  
Straits Settlements, Batavia, Burmah,  
Ceylon, India, Aden, Egypt, Malta,  
Gibraltar, Europe, and countries served  
through London, on THURSDAY,  
the 10th Oct.

N.B.—This Packet carries no mails for the  
Australian Colonies, E. or S. Africa,  
nor for Mauritius.

The following will be the hours of closing  
the Mails, &c.:—  
Wednesday, 9th Oct.—  
5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night  
Box, which remains open all night.

Thursday, 10th Oct.—  
7 a.m., Post Office opens for sale  
of Stamps, Registry of Letters, and  
Posting of all correspondence.

10 a.m., Post Office closes except for Late  
Letters. Registry ceases.

10.15 a.m., Letters may be posted with  
Late Fee of 18 cents extra  
to Postage till

11 a.m., when the Post Office Closes  
entirely.

11.30 a.m., Letters (but Letters only)  
addressed to the United Kingdom  
Via Brindisi, or to Singapore, may  
be posted on board the Packet with  
Late Fee of 48 cents extra postage,  
till

11.50 a.m., when the Mail is finally  
closed.

Hongkong, Sept. 23, 1878. ocl10

MAILS BY THE FRENCH PACKET.—  
The French Contract Packet *Tigre* will  
be despatched from Hongkong on  
THURSDAY, the 17th Oct., with  
Mails to and through the United  
Kingdom and Europe, via Mar-  
seilles; to Saigon, Singapore, Bata-  
via, Galles, Pondicherry, Madras,  
Calcutta, Bombay, Aden, Suez, and  
Alexandria.

The following will be the hours of closing  
the Mails, &c.:—  
Wednesday, 16th October.—  
5 p.m., Money Order Office closes. Post  
Office closes except the Night Box,  
which remains open all night.

Thursday, 17th October.—  
7 a.m., Post Office opens for sale of  
Stamps, Registry of Letters, and  
Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late  
Letters.

11.10 a.m., Letters (but Letters only)  
may be posted on payment of a  
Late Fee of 18 cents extra postage,  
till

11.30 a.m., when the Post Office Closes  
entirely.

Hongkong, September 23, 1878. ocl17

## Shipping Intelligence.

The following are corrected from the Latest  
London and Colonial Papers, &c.:—

## VESSELS TO ARRIVE.

AT HONGKONG.

When left. Name. From.

Dec. 25, G. B. S., Liverpool

Mar. 28, Oracle, Liverpool

30, Bristolian (s.), Antwerp

Apr. 16, Invincible, Penarth

May 9, Napier, Cardiff

14, Verona, New York

18, Niagara, Cuxhaven

June 1, Marina, London

14, Emily Chaplin, Cardiff

22, Commissary, Penarth

26, Underwriter, Fortrose Monroe

28, Melbret, London

July 16, Annie Bow, Newcastle (s.s.w.)

18, Lorimer, Newcastle (s.s.w.)

17, Leucadia, Newcastle (s.s.w.)

18, Sydenham, London

21, Stant, Antwerp

27, Pilgrim, Cardiff

28, Abbey Cooper, Antwerp

30, Samaritana, Hamburg

31, Charming, Cardiff

Aug. 1, Barry St. Edmunds, Penarth

7, Alfredo, Cardiff

9, Urania, Penarth

10, Corea, London

11, Lota, Cardiff

16, Friedrich, Liverpool

22, Anselme (s.), Liverpool

28, Loudoun Castle (s.), London

28, Glenfalloch (s.), London

LOADING FOR CHINA AND JAPAN PORTS.

At London.—Steamers via Suez Canal.

Glenarra, Cyprus.

Glenroy, Argyl.

Flintshire.

Sailing Vessels.

James Shephard.

At Liverpool.

Deucalion (s.)

Orestes (s.)



## LOCAL AND GENERAL.

We are requested to state that the Band and Pipes of the 74th Highlanders will not perform in the Public Gardens this evening.

We learn that the S.S. *Oceanic*, from San Francisco Sept. 17th, has arrived at Yokohama and will sail for Hongkong on Thursday morning next.

Mr Justice Russell only sat for a short time in the Summary Jurisdiction Court to-day, and the Court was adjourned until 10 o'clock to-morrow, in order to give every one an opportunity to look after their property in this unsettled weather. Two cases—one for photographs and the other for tailoring—were decided against Mr De Lille, but the other cases concluded to-day were of no public interest.

## HEAVY GALE IN HONGKONG.

A severe gale, or we might almost say a typhoon, was experienced here to-day. The barometer at 4 o'clock yesterday registered 29.90, and there were really no indications of any severe weather until this morning. At 7 a.m. to-day the wind was blowing in faint gusts, accompanied by showers of rain, and the glass fell a little. At 9 o'clock it stood at 29.75, and grave fears were entertained that bad weather was approaching. The Acting Harbour Master gave orders for the ball to be hoisted, and a gun was accordingly fired from the Police Hulk as a warning to the shipping to do all that was necessary on such an occasion. The Humane Society's men were called upon to assemble and readily responded to the call. It had been blowing fresh from the N.W. at 7 a.m., the tide being then very high, in fact nearly level with the Praya wall; and a number of the sailors residing at the Sailor's Home, headed by Inspector Thomson, a number of the police, Mr Arthur (a member of the Humane Society), Mr Leatherbarrow, and others, were on the alert to do all that lay in their power as occasion required. Nor was this spontaneous action on their part without good results; the wind which at first only blew in fitful gusts, gradually increased, hauling means while round by north to the eastward, and by 11 o'clock the squalls or rather puffs, were more frequent and furious, and a heavy sea had arisen rendering life at sea dangerous. By far the greater number of boats had, of course, taken refuge long before this time, but there were large numbers found napping and the Praya was very soon strewn with portions of these unfortunate craft.

It is of course impossible to relate all the accidents and narrow escapes which occur in such a calamity, but we are in a position to truthfully say that upwards of 250 lives were saved by the aid of the Humane Society, the police, and sailors residing at the Home; and too much praise cannot be afforded the latter, who worked well and manfully, in fact, in one instance two men whose names have not been ascertained swam off to a sampan with a rope and brought some poor women on shore. Acts of gallantry were performed by many others—the Humane Society's men were especially conspicuous, and are known to have saved upwards of thirty lives. Four were rescued by Mr White (late of the Steag), and a woman with her child was most miraculously snatched from a watery grave by a few gentlemen at the Canton Steamer Wharf, amongst whom we noticed the Hon. P. Ryrie, Inspectors Matheson and Cradock, Captain McMurdo and three or four others whose names we were not familiar with. There were not, so far as we have been able to learn, any disasters amongst the shipping in harbour, but the steam-launches, junks, cargo-boats and other small craft suffered considerably. Of the former no less than six launches were sunk, and one was so considerably damaged that she may be considered almost a wreck. The S.S. *Yezo* steamed away from the wharf about 3 past 11 to seek shelter on the opposite shore; and the *Albat* followed about an hour later. It was at one time feared that the S.S. *Yachi* would drift on top of the *Nomao*, and was seen to be dragging rapidly in that direction, and had it not been that the *Nomao* herself dragged and the fact of the gale abating, we might probably have had to chronicle a most serious disaster. Nearly all the steamers in the harbour had steam full speed ahead found it necessary to steam full speed ahead to prevent them from dragging. The little steamer *Santa* dragged her anchors, and some soon as steam was got up she was got under weigh and made for Cap-Sin-Moon, where she arrived about in a most mysterious manner. That numerous narrow escapes were made there can be no doubt, and there cannot be two opinions that numbers were owing their safety to the fact of the gale occurring in the daytime and the vigilance of foreigners on shore, who spared no effort to render help where needed; but we still fear that numbers must have lost their lives in the gale. One of the P. & O. Co.'s cargo boats was sunk, and three or four men were seen clinging to the masts; what became of them we have not heard, but it was generally believed they had perished, although there were many willing and able hands to man a life-boat, if there had been one to man. Mr Kwok Ah-chong suffered considerably by the gale. It was found necessary to scuttle the old *Linlin*, which would inevitably have been smashed to pieces, as she lay alongside the Praya Wall opposite the old Peninsular and Oriental Factory; and a new steam-launch belonging to him sustained damage to the amount of some \$400; had it not been for the praiseworthy exertions of Messrs Johnson and Holmes, she would have been smashed to atoms, as it is, she lies with her engine completely destroyed, copper pipes all, and other

damages of a minor detail. Dr Young's launch was cleverly saved by a few European seamen, who jumped on board of her from a junk which had grounded. The crew of the launch had apparently concluded to let her and themselves take their chance, and drift as she listed; but the timely arrival of some good men and true saved her, and she was stored into a safe haven under McDonald's Patent Slip. The *Praya* suffered no inconsiderable damage; large rents and holes were made along its whole length, and had the gale lasted much longer the pigeon-holing of the papers and plan, relating to the New Praya Scheme might have given serious cause for regret. As it is, a few hundred dollars will be required to repair the damage, and make it as bad as it was before. Opposite the new houses a little to the West of the Harbour Master's office, the whole structure—which by the way is comparatively new—has sunk several feet and is completely covered at high water. The whole length of the water frontage was more or less strewn with wreckage of boats. The Bath-house of course came in for a share of damage, and the funds of that popular institution will suffer slightly in consequence.

We noticed that the Chinese residing at Praya West have a novel kind of typhoon shelter, consisting of a number of boards nailed across their shop fronts, and numerous of them had their wooden awnings mowed with large stones attached to ropes. The damage to junks and native boats in the Western section of the harbour is very great; they were piled up en masse opposite the P. & O. Factory, and as the tide receded, rents and large holes could be seen in their bottoms. One junk, which was a complete wreck, had drifted across the end of a pier near Howard's Wharf, and after lying there for two or three hours, she by some means got clear, and drifted out to sea westward. Englishmen, in common with most others, admire pluck, even when exordained in a bad cause, and we had an opportunity of witnessing three plucky Celestial rascals to-day, who, during the worst of the weather, were cruising about in a small boat examining every stray piece of wreckage they came across. It is almost unnecessary to say that they did not molest the derelict (?) junk we have mentioned, but without some attention. As a matter of course, there was a considerable amount of looting going on; but the police, whatever their former shortcomings may have been, in this saving life, and preventing crime, had the gale occurred at night, the loss of life must have been very severe, and our dear criminals would have had a good time of it. In fact, we met some of the long-pier gentlemen, and one of those pitiful rascals who figured so bravely in Wing Lok Street not many days ago. We, of course, with some reticence enquired from whence they came and whether they were bound, and were informed that they were honest (?) traders saved from a watery grave and the ugly weapons were the only portion of their worldly goods they had saved. We believed them and moved on. That there has been a severe typhoon raging not many miles away is not to be doubted, but we did not get much more than the edge of it. The wind was not severe, in fact was little felt in the town, but the sea was very heavy, and has to be debited with the damages sustained. The temperature of the water was very high, considering the time of the year, is a somewhat noteworthy fact. Another strange thing is that the barometer did not fall very low, the lowest reading of the day at Messrs Falconer's being only 29.55. Preserving this led us to-day to endeavour to allay the fears of our readers, and the result shows we were not in error, so far as property on shore is concerned. At all events, we can congratulate ourselves that the gale was no worse.

## JOTTINGS ALONG THE PRAYA.

We, of course, in common with many others, took a ramble along the Praya, which was crowded with a heterogeneous mass of humanity, all attracted by the powers of the elements. Some to save life, some as ready probably to take it; some to save property, some to steal it; but all to see what they could see. Perhaps the results of our observations may be found of some interest. The sea washed over the Praya wall along its whole length, heaving up a mass of debris. The "Humane" and numerous volunteers were posted along the Praya to act as occasion required, and they acted nobly and well, let their laugh who may. The shed over Peddar's Wharf was cut down. Douglas Lapraik's wharf was in much danger owing to cargo-boats having sought shelter there. The boats fared the worst however. Numbers of poor half-drowned creatures were saved from the Humane. At Wanchi pier Mr Seier did good service. One of Messrs Blackhead's boats was in much danger from the proximity of the *Nomao*, but was saved. Two of Messrs Ingis & Co.'s launches were scuttled to save them from worse damage. Messrs Lane, Crawford & Co.'s and the *Daily Press* launch were served in a similar manner. The unfortunate *Kate* belonging to Messrs Lindsay & Co. was sunk at her moorings. Mr Aitken had only got on shore a short time before the launch in which he had been sunk.

Numbers of sampans were on the Praya. Vogel's Wharf was much cut up. A cargo boat was scuttled alongside the Canton Wharf, to prevent her damaging the Wharf, and a quantity of tea was in danger of damage from water on the wharf. The Canton and Macao Boats did not arrive to-day. The Canton steamers left here as usual in the morning. A P. & O. lighter was sunk off Central Street. One man—was rescued, with about 150 others, owing to the exertions of Inspector Thomson, Messrs Arthur, Leatherbarrow, P. O. Bond and numbers of sailors and police—was found to have a broken leg, and was sent to the Hospital. Orders of "shame" were heard to issue from the mouths of some sailors when they saw the men clinging to the mast of No. 1 P. & O. cargo-boat, and were told that no boat was available. Twenty-three men were saved from a timber-laden junk by the police and sailors. The sea wall near Sand's Slip was much cut up, the jetties damaged and a shed blown down. Many busy people, many idlers, many of those who knew all about the typhoons, many of those who had saved many number of lives, with many who didn't, and lastly, many scoundrels who ought to have been deported, and perhaps may yet be—were observed in the crowd along the Praya to-day.

## CORRESPONDENCE.

To the Editor of the "CHINA MAIL."

Hongkong, 8th Oct., 1878.

SIR,—It is the opinion of many that some reliable information should be obtained with regard to the attempt made yesterday, to pack the Public Meeting, with Chinese.

Three Barristers were present as apologists for H. E. the Governor.

In the room in the City Hall, one of them, Mr Haylar, O. C., raised his hand, and instantly the entire body of Chinese did the same.

On the Cricket Ground, another, Mr Ng Choy, gave the Chinese a sign with his fan, when they immediately withdrew in a body. It is but fair to surmise that both of the above-named gentlemen were instrumental in the attempt to pack the Meeting, or at least had information that packing would be attempted.

It certainly should be known if this attempt at packing, which failed so signally, was in any way countenanced by H. E. the Governor, or if it was a gratuitous service, and unknown to him, on the part of some of his satellites.

I am, Sir,

Your obedient servant,

ONE OF THE 63.

To the Editor of the "CHINA MAIL."

Hongkong, 8th October 1878.

SIR,—Attempts have been made to make it appear that in consequence of a secret meeting held at the Tung Wah Hospital on Sunday, the large number of Chinese who went to the public meeting yesterday were packed to outvote the Europeans that were present. I will state in a few words what to my knowledge, really occurred in connection with the public meeting. There was a meeting at the Tung Wah Hospital on Sunday, it is true; but it was not a secret one; the doors being open and any body might have gone in. When I went there, the meeting had already commenced, and during the time I was there, no measures were arranged to be taken to nullify the effect of any resolutions to be proposed at the City Hall meeting by voting against them and proposing counter ones. The meeting simply discussed the question whether we (Chinese) should attend the coming meeting, and it was decided that we should, as the meeting was to be a public one, and as some of the Chinese merchants had signed the requisition convening it. I explained to the meeting that foreigners express their approval or disapproval by holding up their hands, and that those who would attend should understand the nature of any resolution to be passed at that meeting and vote according to their own convictions.

The desirability of having the substance of any resolution to be proposed explained in Chinese was then discussed, and it was finally decided that the promoters of the public meeting be requested to allow some English-speaking Chinese to act as interpreter on the occasion. The meeting then broke up.

At the public meeting yesterday I was glad to observe that a Chinese gentleman standing close to the Chairman who I understood was to be interpreter. I was very much surprised therefore to find that before the first resolution was put, it was not explained in Chinese; and on hearing several of my friends complaining that they did not know what was being done, I requested the Chairman to have the first resolution explained in Chinese, but when my fellow-countrymen heard that my reasonable request was not complied with, they said they did not see the use of staying any longer and they all left. If there had been a pre-arranged plan to gag a full and independent discussion and expression of opinion or to stultify the object of the meeting, I and my fellow countrymen would certainly have supported and carried the amendment of Mr Francis to the first resolution, as our number was far exceeding that of the Europeans present, but we refrained from voting. This fact alone is enough to show that we did not come to defeat the object of the meeting but to vote each according to his own convictions.

Many public meetings have been held since the establishment of the Colony, but I think this was the first public meeting that my fellow-countrymen ever attempted to take part in. I am sorry that a little more consideration was not shown us, as I subsequently learnt that some of my fellow-countrymen would have readily supported one or two of the resolutions that were passed if they had been present and understood their meaning.

Yours faithfully,

NG CHOY.

(It seems curious that no reference has yet been made to the printed slips, containing a Chinese version of the resolutions, which were circulated. Where were they?—Ed. C. M.)

## Japan.

YOKOHAMA.

(Gazette.)

This morning (Sept. 24th) at half-past eight o'clock, as a junk named the *Nisawa Maru* was coming out from the anchorage at Kanagawa, she tried to pass ahead of the M. B. Co.'s steamer *Yagunoura Maru*, formerly *Montana*, and owner of the *Kumamoto Maru*. There were some sampans lying astern of the *Kumamoto Maru*, and the captain of the junk, to avoid running down the sampans, kept off, and before she could gather way, swung to leeward and carried away the jib-boom out of the *Yagunoura Maru*. After getting clear, the junk lowered her sail (which was torn) and the Captain went on board the *Yagunoura Maru* to see the extent of damage done.

The German *Emeralda* has been chartered to load with rice at Yokohama for Europe. The British four-masted ship *Simla*, 2754 tons register, Captain McGuire, arrived at Kanagawa Bay yesterday afternoon, seventy-five days from Bombay. The *Simla* is in ballast, bound to San Francisco, and was compelled to call at Yokohama for provisions, as those brought from Bombay have become unfit for use. As soon as his ship had safely cast anchor in Kanagawa Bay, which is about 28 miles from Yokohama, Captain McGuire came on overland, and with every possible despatch, procured a fresh supply of food, which was placed in a lighter and towed by the *Reindeer* to the *Simla*, and the latter vessel will proceed on her voyage to-morrow.

The *Mikado* is progressing on his tour through the provinces. A telegram was received in Tokio yesterday afternoon, announcing that the Imperial party had arrived at Utsunomiya in the province of Tokigi.

At 5.42 a.m. this morning, (Sept. 30th) there was a slight shock of earthquake.

According to a late issue of the *Nogyo Zasshi*, an American gentleman—name not mentioned—has been engaged for some time past in surveying the island of Yezo, as well as in making geological investigations. This gentleman is said to report that there are 7,000 square miles of ground in Yezo fit for agricultural purposes, 6,000 square miles suitable for pasture, 5,000 miles of forest, and 9,000 miles of volcanic mountains and mountains. If this is true it would seem as if the Government are making efforts to induce emigration to this thinly populated part of the Japanese Empire.

## The Straits.

(Singapore Daily Times.)

We regret exceedingly to learn that, owing to illness, His Excellency the Governor was unable to leave for Batavia this morning (Sept. 24th) by the *Emire*, although passages had been secured for His Excellency, Lord Robinson and the Private Secretary. We are informed, and, doubtless, the public will be glad to hear, that the steamer *Glenartney*, which arrived here on the 20th instant, brought for the Colonial Treasury silver 5, 10, and 20 cent pieces to the value of \$42,000. There should not, therefore, be much scarcity of small change for some little time at least. There should also have reached Penang by this time a supply of similar silver coins to the value of \$18,000, as they were indentured for at the same time as for Singapore.

It seems that a proposal has been made by the Eastern Telegraph Company which is likely to meet with considerable opposition. It is to issue a universal code of 50,000 words selected from various languages, and to charge a single rate for each word in this code and a double rate for words not included in it. This proposal, we understand, will probably lead to unfilled action in India. There is no doubt that such a measure would seriously disorganise nearly all the codes at present in use amongst mercantile houses. And it would put an absolute stop to the system of working with figures and translating into words—now so largely adopted, and which has been found in experience to be, by far, the most accurate method of transmitting messages over long distances.

The Spaniards appear to be losing no time in claiming their supposed rights under the recent Treaty which they forced on the Sultan of Sulu. According to the latest reports they have begun to show their teeth, in what seems to be a most unwarrantable and insulting manner, towards Sabah, and it would be well if Admiral Hillyar directed his telegraphs, intermittently southwards from Vladivostok to watch their doings, and despatch one of his little gunboats to the Sulu sea, just to see fair play and at all events preserve the national flag from insult. We have been informed that on the 3rd instant (Sept.) a Spanish gunboat, the *Eldorado*, steamed into Sandakan Bay, and ordered the Chief there to pull down the British flag, which was flying, and hoist the Spanish Colors, as the country now belonged by the recent treaty to Spain. The Chief declined to do so, and, it is said, declared he would resist by force any attempt to pull down the flag. The *Eldorado* then left, but with the threat that she would soon return with reinforcements to take possession. Malludu Bay and Tampassak were then visited by the *Eldorado*, and it is supposed the same scene was enacted in these two places, but what actually happened has not yet transpired. We have every reason to believe the information we have received to be correct, but for the present we refrain from comment upon this highly irregular and unseemly action of the *Eldorado* towards the flag of a friendly power.

## THE PRINCE'S ENTOURAGE.

The members of the Marlborough House coterie are a nearly all clever and amusing, and the minority, if not composed of those gifted with brilliant intellectual power, is certainly made up of people celebrated and remarkable for something. One may be quite certain when one sees H.R.H. on terms of intimacy with anyone, should that someone not be epigrammatic, brilliant and original in conversation, that he or she is in some way extraordinary, remarkable and out of the way. If it be a woman, it is probable she will be the most beautiful woman in London, or, quite as likely, the most ugly; at all events she will excel. If it be a man, he will either be the greatest fool, the thinnest, the poorest, the richest, the greatest wit, or the fattest man to be found in our island Society. He will either be celebrated for his adventures among the savages, for his amours, or even—we know a case in point—for his religious ecstasy. One horrible woman in London (would that we could mention her name, but we will have more pity for her than she for others, who call her Lady Blank—can't you guess who it is?) was taken up by the Prince not very long back, rather to her surprise, and greatly to her gratification and delight. Perhaps, however, she would not have been aware that H.R.H. tolerated her for a brief space within his inner circle, simply because she is *par excellence* the most malicious woman in London! To sum up! apart from those intimates chosen because of their brilliant conversational powers, pungent wit, or eminence in some high walk of art, the remaining minority of those who enjoy an official and familiar intercourse with our future Sovereign, resemble a museum of curiosities more than anything else—it would be hard and unjust, perhaps, to say a menagerie.

H.R.H. knows everybody (we are not speaking of him now, of course, as Prince of Wales, but as a private individual), men of every nationality, of every age, and almost of every rank of life. Odd looking men from New York; journalists, doctors, bankers, solicitors, actors, even tradesmen. They one and all, however, have indelibly marked upon them the *déshabillé* of extraordinary, and not a few of them live upon the bounty of their royal patron. We have already alluded to the generosity of His Royal Highness to his friends, and have said that by those whose desire it is to label every virtue as a vice, it might be termed Quixotic and even brutal; it is in truth excessive, and but too rarely extended to the grateful. The following incident, among many others, illustrating his taste of what he has said above, comes to our mind as we write. Not very long ago a certain man well known to us, and one enjoying comparative intimacy with the Prince of Wales, having been a large sum of money to his illustrious friend, wrote to him an imploring letter, begging him to give him time to est-

tle the debt—three months being, if we remember rightly, the period named. The prayer was most kindly and cordially granted. It so happened, however, that fickle fortune turned it in so diametrically opposite a direction that H.R.H. found himself owing a considerable sum to the very man who, when he had been in the Prince's debt, had begged for and obtained a delay for payment. Now at this particular moment it was a secret to no one in that section of Society near the Prince of Wales that his Royal Highness was what we may venture to call "hard up," owing to the terrible calls made upon his purse on the occasion of an auspicious public event which had lately taken place. He naturally, therefore, without of course condescending to express his wishes in that particular, expected his friend to do as he had been done by, and grant in his turn the delay which on a former occasion he had prayed for and obtained. Nothing could possibly be more natural or more a matter of course. The Prince's feelings may be better imagined than described when, within forty-eight hours after the debt had been incurred, he received a dunning letter from the man he had but a few weeks before indulged with a delay. Unnecessary to say, the money was sent forthwith, but without a line, and the following day H.R.H. expressed his opinion of the matter very freely in the bowling alley.

Much has been said of the horseplay indulged in by certain members of the Marlborough House coterie, and there can be no doubt that much of what has been related is true, though perhaps exaggerated. The Prince himself is not averse to practical jokes, as the following anecdote will prove. A few years back it so happened that H.R.H. happened to be staying in a certain house in the country, where a well-known M.P. (easily recognisable by his white hair on the back of his head, and his monstrous pin-medal) of the Prince of Wales) chanced also to be on a visit. The slavish reverence for the Prince which at that time inspired our most estimable friend was a secret to no one, and the subject of much sarcasm and laughter among younger men who lived too near Royalty to believe in the divinity thereof. One morning, very early, just as night was struggling into dawn, a valet, suddenly and in great haste, entered the room of the sleeping senator and exclaimed, excitedly, "I beg your pardon, sir, but His Royal Highness would be pleased to see you without delay." Half believing that the Crown was in danger, and as placed as Punch by the thought that he should have been called upon in such a moment of peril, my poor friend sprang from the bed, hastily robed himself in his dressing-gown, and fled to the door, there, alas! to fall across a string placed there on purpose, headlong into an immense tub of cold water! Very sensibly hiding his discomfiture, he sent for his servant, and left the house without delay. A few days afterwards the following paragraph appeared in the agony column of the *Times*:—"If C. S. will return to his loving friends at Scarborough, all past offences will be forgiven and forgotten."—A. E.—*Whitehall Review*.

## REMARKABLE ECHOES.

In the sepulchre of Metella, the wife of Sulla, in the Roman Campagna, there is an echo which repeats five times, in five different keys, and will also give back with distinctness a hexameter line which requires two and a half seconds to utter it. On the banks of the Naha, between Bingen and Coblenz, an echo repeats seventeen times. The speaker may scarcely be heard, and yet the responses are loud and distinct, sometimes appearing to approach, at other times to come from a great distance. Echoes equally beautiful and romantic are to be heard in our own islands. In the cemetery of the Abercrom family, at Paisley, when the door of the chapel is shut, the reverberations are equal to the sound of thunder. If a single note of music is breathed, the tone ascends gradually with a multitude of echoes, till it dies in soft and bewitching murmurs. In this chapel is interred Margery, the daughter of Bruce, and the wife of William Wallace. The echo at the "Eagle's Nest," on the banks of Killarney, is renowned for its effective repetition of a bugle call, which seems to be repeated by a hundred instruments, until it gradually dies away in the air. At the report of a cannon, the loudest thunders reverberate from the rock, and die in seemingly endless peals along the distant mountains. At the *Osade* of Simonetta, a nobleman's seat about two miles from Milan, a surprising echo is produced between the two wings of the building. The report of a pistol is repeated by this echo sixty times; and Addison, who visited the place on a somewhat foggy day, when the air was unfavorable to the experiment, counted fifty-six repetitions. At first they were very quick, but the intervals were greater in proportion as the sound decayed. It is asserted that the sound of one musical instrument in this place resembles a great number of instruments playing in concert. This echo is occasioned by the existence of two parallel walls of considerable length, between which the wave of sound is reverberated from one to the other until it is entirely spent.—*The World of Wonder*.

## NEWSPAPER STATISTICS.

An industrious bookeller at Wurzburg, says the *Academy*, has collected statistics of the newspapers of the different countries of the world, with the object of showing the proportionate representation of distinctively Catholic opinions in the periodical press. It appears that Europe can boast of 13,980 newspapers and periodicals, of which only about 1 in 14, or 837, are Catholic in tendency. The largest proportion is shown by Belgium—254 out of 250. Great Britain and France, a Protestant and Catholic country, have the same number of Catholic journals, 42; only in Britain it is 42 out of 2,600, in France 42 out of 2,000. According to Herr Leo Wirth's statement, all the Catholic papers in Paris can only claim 6,000 subscribers between them, while the *Univers* is said to sell only 7,000 copies in the whole of France. Germany exhibits the largest issue of newspapers, of which 1 in 14 is Catholic; Austria, with a third of the total issue of Germany, shows 1 in 15. Here again the difference between the Protestant and the Catholic Empire is very slight. Italy has 1 in 7; Spain only 1 in 8. Turning to North America we find a total of 8,600, somewhat more than Britain, France, and Germany together, of which 113 are Catholic; while the great Catholic continent of South America shows out of 1,000 only 11 newspapers representing its dominant religion. Neither Africa nor Australia has a single Catholic periodical, while Asia has 1 out of 875.

## BEAUTIFUL THINGS.

Beautiful faces are those that wear—  
It matters little if dark or fair—  
Wholesome humors printed there.

Beautiful eyes are those that show,  
Like crystal pans where heart-fires glow,  
Beautiful thoughts that burn below.

Beautiful lips are those whose words  
Leap from the heart like songs of birds,  
Yet whose utterance prudence guards.

Beautiful hands are those that do  
Work that is earnest and brave and true,  
Moment by moment the long day through.

Beautiful feet are those that go  
On kindly ministries to and fro—  
Down lowliest ways, if God wills it so.

Beautiful shoulders are those that bear  
Ceaseless burdens of homely care,  
With patient grace and daily prayer.

Beautiful lives are those that bless—  
Silent rivers of happiness,  
Whose hidden fountain but few may guess.

Beautiful twilight, at set of sun,  
Beautiful goal, with race well won,  
Beautiful rest, with work well done.

Beautiful graves, where grasses creep,  
Where brown leaves fall, and drifts lie deep  
Over worn-out hands—oh, beautiful sleep!

LOVER (in French)—"Angelina, je t'aime." Angelina (who hadn't studied the language).—"Shut it yourself; you jolt it open."

TROOP AT CYPRUS.—The disembarkation of the troops at Cyprus was conducted under the management of the Duke of Edinburgh. As there were 9,000 men, besides horses and stores, to be removed from the transports, which could not approach nearer than a mile and a half from the shore, the operation was a difficult one; but it was most promptly and efficiently performed by His Royal Highness, whose activity and energy earned the hearty commendation of the chief authorities.

At last good news comes from the famine districts in China. Rain has fallen on the thirsty land, and in sufficient quantities to hold out a promise of fair autumn crops. All that is now immediately required, therefore, is to find support for the sufferers until the grain is once more gathered in. But the far more important question of how can such visitations be avoided for the future still remains for the consideration of the Chinese Government. That, unless prevented, they are likely to recur, may be gathered from the records of the past. History states that during the last dynasty—that is to say, the period of 260 years—extending from 1668 to 1628—the provinces now suffering from drought were visited by similar periods of famine no fewer than forty times. No doubt these famine periods varied much in intensity, but that the extreme verge of misery was sometimes reached may be gathered from the ominous statement appended to the account of one of them that "men ate each other." The records of the present dynasty are not yet available, but there is no reason to suppose that the droughts have, under the Manchou rule, been less frequent than formerly. In fact the only hope for the district lies in the introduction of a complete system of irrigation. The soil being composed of a thick bed of loess is easily percolated by water, and is thus at the double disadvantage of requiring constant showers to fertilize the grain, and of having the only water supply—rivers and streams, for springs are never found in the land—invariably below the surface of the loess.

## Quotations.

HONGKONG, October 8, 1878.

OPIMUM.—New Patna, cash, \$595 a 607½ credit, —  
" Old Patna, cash, 570 credit, —  
" New Benares, cash, 552½ credit, None  
" Old Benares, cash, 545 credit, —  
" New Malwa, cash, 775 credit, 780  
" Allowance Tael, 4 & 16  
" Old Malwa, cash, — credit, —  
" Allowance Tael, —

## Exchange.

Bank, on demand, 3/8  
" 30 days' sight, 3/8½  
" 6 months' sight, 3/9  
Credits, 3/9½  
Documentary, 6 months' sight, 3/9½  
Bombay, demand Rupee, 22½  
Calcutta, " 22½  
Shanghai, demand, 72½  
" 80 days, 72½  
English Sovereigns, 5/8  
Australian Sovereigns, 5/8  
Bar Silver, 17 dwts. B., 110 nominal  
Sycee, " 108  
Mexicans, " 1 ½ counted,  
Gold Leaf, " 27.10  
Discount, " 8 to 10 p. c.

## Shares.

Hongkong Bank, 78 ½ prem.  
Union Ins. Society of Canton, £1,700  
China Traders' Ins. Co., £1,550  
Yantai's Ins. Assoc., Tls. 725  
Chinese Insurance Co., \$345  
North China Ins. Co., Tls. 1,280  
H.K. Fire Ins. Co., \$340  
China Fire Ins. Co., \$340  
H.K. & W. Dock Co., \$28  
H.K. C. & M. S. Boat Co., \$18  
Shanghai Steam Navigation, Tls. 20  
China Coast St. Nav. Co., Tls. 104  
Hongkong Gas Co., \$97½  
Hongkong Hotel Co., \$85  
China Sugar Refining Co., \$156  
Chinese Imperial Loan, \$107  
Do, of 1877, 2106

## Temperature.

(Taken at Messrs Falconer & Co.'s Premises, Queen's Road.)

HONGKONG, October 8, 1878.

BAROMETER—9 A.M. ... 29.780  
Do. 1 P.M. ... 29.550  
Do. 4 P.M. ... 29.750  
THERMOMETER—9 A.M. ... 76  
Do. 1 P.M. ... 77  
Do. 4 P.M. ... 78  
Do. (Wet bulb) 9 A.M. ... 74  
Do. Do. 1 P.M. ... 72  
Do. Do. 4 P.M. ... 73  
Do. Maximum ... 77  
Do. Minimum over night ... 72



## Mails.



STEAM FOR  
SINGAPORE, PENANG, POINT DE  
GALLE, ADEN, SUEZ, MALTA,  
BRINDISI, ANCONA, VENICE, MEDI-  
TERRANEAN PORTS, SOUTH-  
AMPTON, AND LONDON, VIA  
BOMBAY.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
"HINDOSTAN," Captain N. W. HASEL-  
WOOD, will leave this on THURSDAY, the  
10th October, at Noon.  
For further Particulars, apply to  
A. LIND, Superintendent.  
Hongkong, September 23, 1878. ocl10

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.  
THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF  
TOKIO will be despatched for San  
Francisco, via Yokohama, on TUESDAY,  
the 15th October, at Noon, taking  
Passengers, and Freight, for Japan, the  
United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States via Over-  
land Railways, to Havana, Trinidad, and  
Demerara, and to ports in Mexico, Central  
and South America by the Company's and  
connecting Steamers.

Through Passage Tickets granted to  
England, France, and Germany by all  
trans-Atlantic lines of Steamers.  
On Through PASSAGES TO EUROPE,  
A REDUCTION OF TWENTY PER  
CENT from Regular Rates is granted to  
OFFICERS OF THE ARMY AND NAVY,  
AND MEMBERS OF THE CIVIL AND  
CONSULAR SERVICES IN COMMISS-  
SION.

Freight will be received on board until  
4 p.m., of 14th October. Parcel Packages  
will be received at the office until 5 p.m.  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

Consular Invoices to accompany Overland  
Cargo should be sent to the Company's  
Offices in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.  
For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 9, Praya Central.

RUSSELL & Co., Agents.  
Hongkong, September 20, 1878. ocl15

## NOTICE.

COMPAGNIE DES MESSEGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
POINT DE GALLE,  
ADEN, SUEZ, ISMAILIA, PORT  
SAID, NAPLES, AND  
MARSEILLES;  
Also,  
PONDICHERY, MADRAS, CAL-  
CUTTA AND BOMBAY.

ON THURSDAY, the 17th October,  
1878, at Noon, the Company's  
S. S. TIGRE, Commandant LOMIER,  
with MAILS, PASSENGERS, SPECIES,  
and CARGO, will leave this Port for the  
above places.

Cargo and Species will be registered for  
London as well as for Marseilles, and ac-  
cepted in transit through Marseilles for the  
principal places of Europe.  
Shipping Orders will be granted until  
Noon.

Cargo will be received on board until  
4 p.m., Species and Parcels until 3 p.m.  
on the 16th October, 1878. (Parcels are  
not to be sent on board; they must be left  
at the Agency's Office.)

Contents and value of Packages are re-  
quired.

For further particulars, apply at the  
Company's Office.  
H. DU POUY, Agent.  
Hongkong, October 1, 1878. ocl17

Occidental & Oriental Steam-  
Ship Company.

PAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,  
IN CONNECTION WITH THE  
CENTRAL

UNION PACIFIC AND CONNECTING  
RAILROAD COMPANIES  
AND  
ATLANTIC STEAMERS.

THE S.S. "OCEANIC" will be despatched  
for San Francisco via Yokohama,  
on FRIDAY, the 1st November, at 3 p.m.,  
taking Cargo and Passengers for Japan,  
the United States and Europe.  
Connections is made at Yokohama, with  
Steamers from Shanghai.

Freight will be received on Board until  
4 p.m. of the 31st October. PARCEL  
PACKAGES will be received at the Office  
until 5 p.m. same day; all Parcel Packages  
should be marked to address in full; value  
of same is required.

A Reduction is made on RETURN PAS-  
SAGE TICKETS.  
For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 9, Queen's Road Central.  
G. B. EMORY, Agent.  
Hongkong, October 2, 1878. ocl17

## To Let.

## TO LET.

HOUSE No. 7, Cairns Road, occupied by  
The Hon. GEORGE SMITH.  
House No. 7, Zetland Street, at present  
occupied by Mr. HEUBERMAN.  
DAVID SASSOON, SONS & Co.  
Hongkong, October 7, 1878.

## TO LET.

THREE OFFICES, in Club Chambers,  
The BUNGALOW, No. 2, Shelley  
Street.  
Apply to  
DOUGLAS LAPRAK & Co.  
Hongkong, September 10, 1878.

## TO LET.

GODOWN, 80 Feet Long, and 30  
Feet in Width.  
Apply to  
LOOK HING,  
No. 12, Queen's Road Central.  
Hongkong, October 7, 1878. ocl14

## TO LET.

IN the Houses on MARINE LOT 65,  
formerly known as the Blue Houses,  
situate on Praya East:—  
FIRST FLOOR and BASEMENT of  
No. 2, Praya East, either separately, or  
together, as required, with immediate pos-  
session.

HOUSE No. 3, Praya East. The whole  
House or in Flats, with  
immediate possession.

## As also,

SIX SPACIOUS ROOMS, with Cor-  
ridors and Out-houses in the DWELLING  
HOUSE, to the Eastward of the Pier at  
Wanchai. These may be had in Ap-  
partments of Two or Three Rooms to suit con-  
venience. Fine spacious Verandah looking  
on the Harbour. Immediate Possession.

## TO LET.

FIRST CLASS GRANITE GODOWNS,  
attached to Blue Houses at Wanchai,  
MARINE LOT 65.  
For further particulars, apply to  
MEYER & Co.  
Hongkong, August 15, 1878.

## TO BE LET.

TWO Excellent STONE-FLOORED  
GODOWNS, on Marine Lot No. 10,  
Praya Central.  
Apply to  
TURNER & Co.  
Hongkong, August 1, 1878.

Volume Seventh of the  
"CHINA REVIEW."

Now Ready.

No. 1.—Vol. VII.  
OF THE  
"CHINA REVIEW"

CONTAINS—

The Chinese in Borneo.  
Jottings from the Book of Rites.  
The Character of the Chinese.  
On the Use of the Character Fan.  
Brief Sketches from the Life of K'ung-  
ming.

The Critical Disquisitions of Wang Ch'ung.  
Geographical Notes on the Province of  
Kiangsi.  
The Ballads of the Shi-king.  
Translations of Chinese School-books.  
Perkin Warbeck in China.  
Short Notices of New Books and Literary  
Intelligence.

Dutch Doctors in Borneo.  
The Grafs and the K'iu-  
On the Syllabic Spelling.  
Locusts Operated in Flogging.  
Early Frost in Canton, in 1877-8.  
A Chinese Coin.  
Annamese Sovereigns.  
Chinese Bank-notes.

Books Wanted, Exchanges, &c.  
China Mail Office,  
Hongkong, Sept. 10, 1878.

## Insurances.

QUEEN FIRE INSURANCE  
COMPANY.

THE Underigned are prepared to grant  
Policies against Fire to the extent of  
\$45,000 on Buildings, or on Goods stored  
therein, at current local rates, subject to a  
Discount of 20% on the Premium.

NORTON & Co.,  
Agents.  
Hongkong, January 1, 1874.

ROYAL INSURANCE COMPANY.

THE Underigned, Agents for the above  
Company, are prepared to grant In-  
surances at current rates.

MELCHERS & Co.,  
Agents, Royal Insurance Company,  
Hongkong, October 27, 1874.

THE SCOTTISH IMPERIAL INSUR-  
ANCE COMPANY.

THE Underigned having been appointed  
Agents in Hongkong for the above-  
named Company, are prepared to Grant  
Policies against FIRE on Buildings and  
on Goods to the extent of \$50,000, at the  
usual Rates, subject to an immediate Dis-  
count of 20 per cent.

Attention is invited to a considerable  
reduction in Premium for Life Insurance in  
China.  
MEYER & Co.  
Hongkong, August 13, 1878.

## Insurances.

THE LONDON ASSURANCE  
INCORPORATED BY ROYAL CHARTER  
OF  
His Majesty King George The First,  
A. D. 1720.

THE Underigned having been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows:—  
Marine Department.  
Policies at current rates payable either  
here, in London or at the principal Ports  
of India, China and Australia.

Fire Department.  
Policies issued for long or short periods at  
current rates. A discount of 20% allowed.

Life Department.  
Policies issued for sums not exceeding  
£5,000 at reduced rates.  
HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE  
COMPANY OF MANCHESTER  
AND LONDON.

THE Underigned have been appointed  
Agents for the above Company at  
Hongkong, Canton, Foochow, Shanghai  
and Hankow, and are prepared to grant  
Insurances at current rates.  
HOLLIDAY, WISE & Co.  
Hongkong, October 14, 1868.

THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of  
China and Japan, and at Singapore,  
Siam and Penang.  
Risks accepted, and Policies of Insurance  
granted at the rates of Premium current at  
the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHRIE,  
Secretary.  
Hongkong, November 1, 1871.

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

Incorporated by Royal Charter and  
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underigned, Agents at Hongkong  
for the above Company, are prepared to  
grant Policies against FIRE, to the  
extent of £10,000 on any Building, or  
on Merchandise in the same, at the  
usual Rates, subject to a discount of 20  
per cent.

GILMAN & Co.,  
Agents,  
Hongkong, July 6, 1875.

LANCASHIRE INSURANCE  
COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Goods on board Vessels and on Hulls of  
Vessels in Harbour, at the usual Terms  
and Conditions.

Proposals for Life Assurances will be re-  
ceived, and transmitted to the Directors  
for their decision.

If required, protection will be granted on  
first class Lives up to £1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to  
ARNOLD, KARBURG & Co.,  
Agents, Hongkong & Canton.  
Hongkong, January 4, 1867.

THE EQUITABLE LIFE ASSURANCE  
SOCIETY OF THE  
UNITED STATES.

HENRY B. HYDE, President.  
J. W. ALEXANDER, Vice-President.  
SAMUEL BARNES, Secretary.  
A. A. HAYES, General Manager, for  
China and Japan.

PRINCIPAL OFFICE,  
120, BROADWAY, NEW YORK.

Assets \$31,700,000  
Surplus \$ 5,500,000

THE Underigned having been appointed  
Agents in Hongkong, China, for the  
above Company, are prepared to Accept  
Risks at greatly reduced rates and upon  
terms very favourable to the assured.  
For full information and particulars  
apply to  
OLYPHANT & Co.,  
Agents.  
Hongkong, January 21, 1878.

CHINESE INSURANCE COMPANY,  
(LIMITED.)

NOTICE.

POLICIES granted at current rates on  
Marine Risks in all parts of the World.  
In accordance with the Company's Articles  
of Association, Two Thirds of the Profits  
are distributed annually to Contributors,  
whether Shareholders or not, in proportion  
to the amount of Premium contributed by  
each, the remaining third being carried  
to Reserve Fund.

OLYPHANT & Co.,  
General Agents.  
Hongkong, April 17, 1872.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at  
Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the  
Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.  
Section.  
1. From Green Island to the Gas Works.  
2. From Gas Works to the Novelty Iron Works.  
3. From Novelty Iron Works to the Harbour Master's Office.  
4. From Harbour Master's Office to the P. and O. Co.'s Office.  
5. From P. and O. Co.'s Office to Piddar's Wharf.  
6. From Piddar's Wharf to the Naval Yard.  
7. From Naval Yard to the Pier.  
8. From Pier to East Point.

Vessel's Name.		Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Albatross	5	F. Ashton	Brit. str.	339	Oct. 4	Douglas Laprak & Co.	Holhow & Halphong	To-day
Arratoon Apar	5	C. Mackavish	Brit. str.	1392	Oct. 3	David Sassoon, Sons & Co.	S'pore, Calcutta, &c.	15th, 3 p.m.
Bombay	2	Wharton	Brit. str.	749	Feb. 12	Kwok Acheong		
Carisbrook	3	Wharton	Brit. str.	945	Oct. 7	Bun Hin Chan	Swatow and Amoy	15th inst.
City of Tokio	5	Maury	Amer. str.	6079	Oct. 1	P. M. S. S. Co.	Y'ham & San F'elice	To-morrow
Dale	2	Thompson	Brit. str.	654	Sept. 29	Yuen Fat Hong	Bangkok	Tug Flying
Fatoh	6	Stopani	Brit. str.	117		B. K. & W'poo Dock Co.		
Fatchoy	3	Holland	Brit. str.	153		G. McEldin		
Glamorgan	4	Book	Brit. str.	1511	Oct. 7	Melchers & Co.		
Hailong	5	Guede	Brit. str.	277	Oct. 6	Douglas Laprak & Co.	Amoy and Tamsui	10th, noon
Hindostan	5	Hazelwood	Brit. str.	1842	Oct. 6	P. & O. S. N. Co.	Europe, &c.	15th, 10th
Kienchow	2		Brit. str.			Kwok Acheong		
Money	5	Butcher	Brit. str.	1427	Sept. 27	Jardine, Matheson & Co.	S'pore, Calcutta, &c.	15th, 3 p.m.
Namoa	5	Westoby	Brit. str.	862	Oct. 6	Douglas Laprak & Co.	Coast Ports	
Norma	3		Brit. str.	606	June 28	Kwok Acheong		
Ocean	5	Edmondson	Brit. str.	978	Oct. 1	Geo. R. Stevens & Co.	Port Darwin, &c.	12th inst.
Quarta	4	Wray	Ger. str.	731	Oct. 2	Sooy Shing	Saloon	at daylight
Quinta	4	Wray	Ger. str.	874	Sept. 17	Sooy Shing	Saloon	10th inst.
Salvadora	4	Larrinaga	Span. str.	615	Oct. 8	Remedios & Co.	Manila	
Sea Gull	3	Roberts	Amer. str.	49	July 18	W. H. Ray	London, &c.	Mails
Speke Hall	5	Brand	Brit. str.	1730	Oct. 7	Birley & Co.	Yokohama	
Sunda	5	Reyes	Brit. str.	1029	Oct. 7	P. & O. S. N. Co.	Coast Ports	10th, daylight
Wahl	5	Hunter	Brit. str.	265	Oct. 8	Landstein & Co.		
Yesso	5	S. Ashton	Brit. str.	559	Sept. 28	Douglas Laprak & Co.		
Sailing Vessels								
Ada Melmore	4	Sewall	Brit. bgo.	568	Sept. 13	Meyer & Co.	San Francisco	
Albert Russell	3	Carver	Amer. bgo.	762	July 15	Vogel, Hagedorn & Co.	New York	
Aldebaran	4	Cole	Brit. bgo.	398	Aug. 30	Vogel, Hagedorn & Co.	New York	
Annie Burr	3	Simpson	Amer. Sm. sh.	650	Sept. 24	Gibb, Livingston & Co.		
Anton Gunter	3	Kuhn	Ger. bgo.	440	Oct. 2	Eduard Schellhaus & Co.		
Banfan	4	Grandin	Ger. bgo.	760	Sept. 15	Melchers & Co.		
Beethoven	4	Wray	Ger. bgo.	356	Oct. 6	Melchers & Co.		
Benefactor	4	Haydon	Amer. bgo.	598	Aug. 11	Russell & Co.	New York	
Borneo	4	Shaw	Amer. sh.	736	Sept. 12	Meyer & Co.	Sydney	
Brunette	2	Dow	Brit. bgo.	274	Sept. 12	Geo. R. Stevens & Co.	Callao	
Canton	1	Knaught	Siam. sh.	773	Sept. 18	Chinase	via Manila	
Challenge	7	Douglas	Brit. bgo.	599	Sept. 16	Olyphant & Co.	New York	
Chamron Kamreys	2	Hunte	Siam. bgo.	480	Sept. 24	Kin-tye-long		
Channel Queen	3	Lachour	Brit. sh.	609	Oct. 2	Eduard Schellhaus & Co.		
Charles Mousen	2	Quaresous	Fch. bgo.	388	Sept. 11	Landstein & Co.		
Chocula	4	Kennett	Brit. bgo.	284	Oct. 8	Chinase		
Coeran	8		Amer. sch.	138	July 18	W. H. Ray		
Cosmo	7	Leverick	Brit. sh.	1220	Sept. 1	P. & O. S. N. Co.		
Dartmouth	7	Robertson	Brit. bgo.	915	Aug. 6	Vogel, Hagedorn & Co.		
Dirigo	6	Freebody	Brit. sh.	1300	Aug. 17	Gibb, Livingston & Co.		
Don Quixote	3	Staples	Amer. bgo.	684	July 14	Vogel, Hagedorn & Co.	Hamburg	
Emilio V.	6	King	Amer. sh.	1128	Sept. 24	Messageries Maritimes		
Emulation	2	Mirello	Ital. bgo.	724	Sept. 8	D. Musso & Co.		
Fabius	5	Gunn	Brit. bgo.	890	Oct. 4	Wieler & Co.		
Flensburg	5	Reeves	Siam. sh.	650	Sept. 24	Chinase		
Fortune	1	Jacobson	Dan. bgo.	865	Oct. 6	Eduard Schellhaus & Co.	Bangkok	Cleared
Fueller	1	Peterson	Siam. bgo.	450	Sept. 16	Tack Mee		
George Skoldfield	8	Armstrong	Brit. bgo.	404	Sept. 24	O. & S. S. Co.		
Glamis	7	Hall	Amer. sh.	1818	Sept. 19	Arnold, Karberg & Co.		
Harat	3	Kay	Brit. bgo.	1150	Sept. 17	Russell & Co.		
Highlander	7	Robertson	Brit. sh.	1400	Sept. 19	Jardine, Matheson & Co.		
Hoteur	4	Hutchinson	Amer. sh.	1852	June 19	Captain		
Imperatrice Elisabeth	4	Shaw	Brit. bgo.	623	Sept. 8	Rosario & Co.		
India	7	Freight	Aust. sh.	1629	Sept. 20	Musso & Co.		
Japan	3	Patten	Amer. sh.	1284	Sept. 24	Order		
Juliane	3	Oestmann	Ger. Sm. sh.	270	Sept. 10	Meyer & Co.	Hamburg	
Kate Waters	4	Czetzmann	Ger. Sm. sh.	187	Sept. 23	Wm. Fustat & Co.		
Kim Yong Tye	2	Gless	Brit. bgo.	580	Sept. 22	Remedios & Co.		
Kirkland	2	Kofod	Siam. bgo.	929	Sept. 18	Tack Mee		
Leucadia	1	Colledge	Brit. bgo.	463	Oct. 4	Wieler & Co.		
Lizzie Perry	3	Mearns	Brit. sh.	388	Sept. 19	Stemmen & Co.		
Lord Macanlay	4	Pittman	Brit. bgo.	1122	Aug. 28	Russell & Co.	New York	
Lottis Moore	1	Mozman	Brit. bgo.	848	Oct. 7	Wm. Fustat & Co.		
Lucky	4	Hudson	Amer. bgo.	280	July 23	Vogel, Hagedorn & Co.	New York	
Mangerton	2	Soderstrom	Siam. bgo.	424	Sept. 30	Tack Mee		
Mary Fraser	3	Thompson	Brit. bgo.	330	Oct. 8	Wieler & Co.		
Melrose	4	Dexter	Brit. sh.	1174	Aug. 11	Vogel, Hagedorn & Co.	New York	
Ming-don	5	Plumer	Amer. sh.	994	Sept. 19	Naval Storeskeeper		
Mona	3	Leslie	Brit. sh.	1108	Sept. 8	Olyphant & Co.		
Pallas	7	Bisset	Brit. bgo.	621	Aug. 1	Gibb, Livingston & Co.		
Pandur	5	Balgeth	Ger. bgo.	421	Sept. 22	Stemmen & Co.	Saloon	
Philippine	2	Janzen	Ger. bgo.	598	Sept. 13	Meyer & Co.	London	
Premier	4	Southwood	Brit. bgo.	301	Sept. 20	Wieler & Co.		
Ralph M. Hayward	3	Holmes	Amer. bgo.	486	Sept. 28	Russell & Co.	Swatow	Cleared
R. Hay	2	Doane	Amer. Sm. sh.	605	Sept. 28	Meyer & Co.		
Siamese Crown	3	Nicolson	Brit. bgo.	230	Sept. 11	Turner & Co.		
Sir Charles Napier	2	Sass	Siam. sh.	584	Sept. 28	Tack Mee		
Spartan	3	French	Brit. sh.	1161	May 27	Vogel, Hagedorn & Co.	London	
Sumatra	5	Vincout	Amer. sch.	100	Sept. 23	W. H. Ray		
Sumner E. Mead	3	Clough	Amer. sh.	1090	Sept. 6	Russell & Co.		
Thoon Kramon	1	Dixon	Amer. sh.	1117	July 15	Russell & Co.	New York	
Yamula	3	Vorrath	Siam. bgo.	474	Oct. 7	Stemmen & Co.		
Yenus	4	Goldes	Brit. bgo.	943	June 19	Olyphant & Co.		
Yesta	3	Ribeiro	Port. bgo.	403	Aug. 7	Remedios & Co.		
Yesta	4	Dirks	Ger. bgo.	303	Oct. 2	Melchers & Co.		
Villa de Rivadavia	2	Ruige	Dutch bgo.	417	Oct. 5	Stemmen & Co.		
W. E. Gladstone	4	Camus	Span. bgo.	261	Sept. 14	Brandan & Co.		
	3	Galliohan	Brit. bgo.	584	Sept. 16	Captain		
WHEAMPOA								
Marie Louise		Gullbux	Fch. bgo.	425	Sept. 24	Carlowitz & Co.		
CANTON								
Ohina		Ackermann	Ger. str.	643	Oct. 6	Stemmen & Co.	Shanghai	